

State of Alaska FY2008 Governor's Operating Budget

Department of Transportation/Public Facilities Measurement Standards & Commercial Vehicle Enforcement RDU/Component Budget Summary

RDU/Component: Measurement Standards & Commercial Vehicle Enforcement*(There is only one component in this RDU. To reduce duplicate information, we did not print a separate RDU section.)***Contribution to Department's Mission**

Enhance the safety of the motoring public, protect public infrastructure, and assure market place confidence and equitable trade.

Core Services

- Oversize/overweight commercial motor vehicle (CMV) permits - issues oversize/overweight permits. A permit specifies the routes and conditions under which vehicles or loads that exceed legal dimensions and weight limitations set by statute and regulation may move on the state highway system. Danger and inconvenience to the traveling public are minimized and potential damage to the highway structures and bridges is reduced.
- Commercial Vehicle Enforcement – Measurement Standards and Commercial Vehicle Enforcement (MS&CVE)
 - operates eight-fixed weigh stations at key locations across the state, performs roadside inspections using mobile inspection teams, and patrol units performing traffic stops on unsafe operators. Weigh and inspect commercial vehicles to ensure that companies, drivers, and vehicles meet federal and state operating standards and regulations for size, weight, safety, permit and hazardous materials transport. Perform vehicle inspections at CMV crashes.
 - Intelligent Transportation Systems/Commercial Vehicle Operations - ITS/CVO, Freight Mobility, Develop, deploy and operate Intelligent Transportation Systems to facilitate greater mobility and efficiencies in Commercial Vehicle Operations. Freight Coordinator, using a Freight Analysis Framework and plans for a coordinated multimodal freight system with in the State of Alaska.
 - Commercial motor vehicle outreach - provide safety and hazardous material transport training and coordination of secondary size, weight and safety enforcement activities to other state and local enforcement agencies.
- Measurement Standards Testing - test prepackaged commodities labeled by weight or volume at retail and wholesale locations, ensuring the accuracy of net content weights. Inspect, test, and certify commercial meters, retail scanning systems, and commercial scales including retail, medium, large, fishing, and vehicle scales.
- Measurement Standards Metrology Laboratory - provides calibration and certification for the standards used by Weights and Measures Inspectors, other government agencies and industry. This includes mass standards to 1,000 pounds, volumetric provers to 1,000 gallons, speed detection devices, and portable weight enforcement scales. All certified equipment is traceable to the state standards.

End Results	Strategies to Achieve Results
A: Reduce fatalities and injuries from crashes involving commercial motor vehicles (CMV). <u>Target #1:</u> Reduce commercial motor vehicle fatalities to below 5 year average. <u>Measure #1:</u> Number of fatalities in large truck crashes compared to the average for the past 5 years.	A1: Increase the safety of commercial motor vehicles. <u>Target #1:</u> Reduce the commercial motor vehicle out of service rate by 5%. <u>Measure #1:</u> Percent of commercial motor vehicle out of service rate compared to prior year. <u>Target #2:</u> 100% of new entrant carriers receive a safety audit within 18 months of U.S. DOT registration. <u>Measure #2:</u> Percent of new entrant safety audits received within 18 months of U.S. DOT registration.
End Results	Strategies to Achieve Results
B: Protect and preserve highway infrastructure. <u>Target #1:</u> 98% commercial motor vehicle weight compliance at fixed and mobile inspection sites. <u>Measure #1:</u> Percent of inspected commercial motor	B1: Reduce number of illegal oversize/overweight CMV's on highways. <u>Target #1:</u> Increase the number of roadside (mobile enforcement) commercial truck inspections by 10% over

vehicles that are weight compliant.	the previous year. Measure #1: Percent change in mobile enforcement truck inspections over the previous year.
End Results	Strategies to Achieve Results
C: Assure and maintain market place confidence and equitable trade Target #1: Increase scale, meter and scanner compliance rate by 1%. Measure #1: Percent change in weighing and measuring device compliance rate compared to the previous year.	C1: Provide efficient inspection program. Target #1: Increase the number of scale, meter, scanner inspections by 1% compared to previous year. Measure #1: Percent change of scale, meter, scanner inspections compared to previous year.

FY2008 Resources Allocated to Achieve Results	
FY2008 Component Budget: \$6,622,300	Personnel:
	Full time 70
	Part time 0
	Total 70

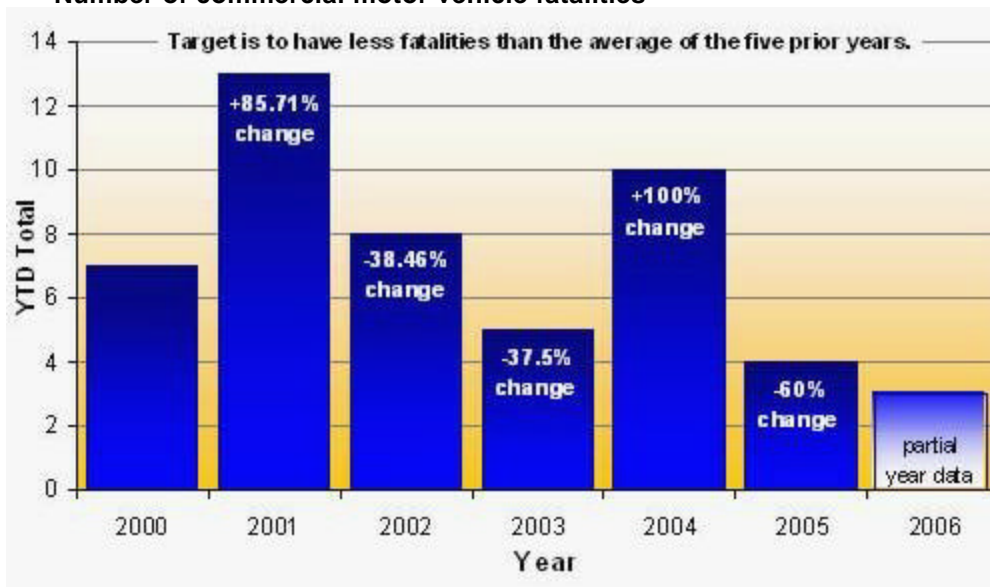
Performance Measure Detail

A: Result - Reduce fatalities and injuries from crashes involving commercial motor vehicles (CMV).

Target #1: Reduce commercial motor vehicle fatalities to below 5 year average.

Measure #1: Number of fatalities in large truck crashes compared to the average for the past 5 years.

Number of commercial motor vehicle fatalities



Analysis of results and challenges: Data is reported on a calendar year basis.

Large trucks represent about 4% of registered vehicles; however, they account for 7% of the vehicle-miles traveled on our nation's highways. In 2005, 5,212 people died in crashes involving a large truck, compared to

5,235 in 2004, 5,063 in 2003, 4,939 in 2002, and 5,082 in 2001. While significant progress is being made toward meeting the goal of saving lives by preventing truck and bus crashes, much more needs to be done. Violations add potential risk. Risk is defined as the likelihood that a violation would be a contributing factor to a crash or hazardous materials release or exposure.

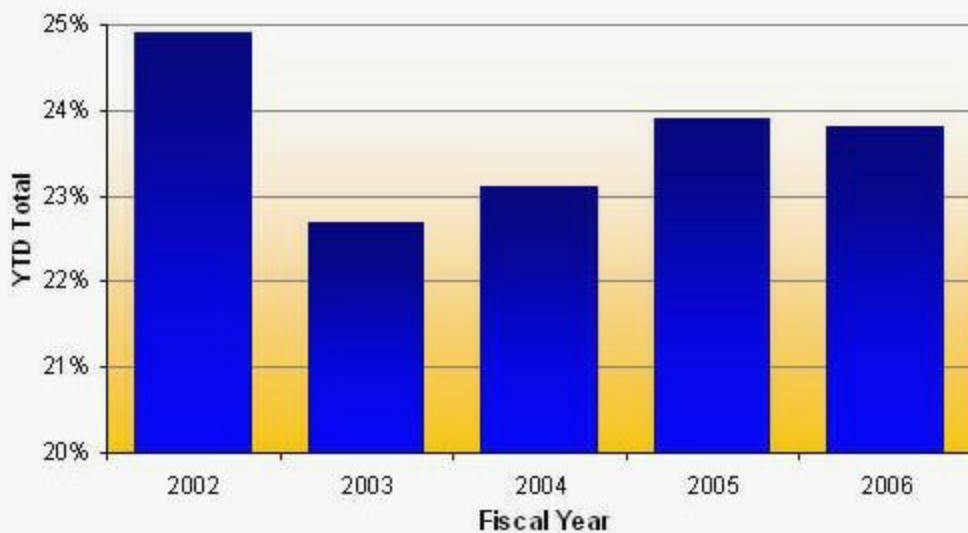
The challenge is to distinguish among violations that contribute to a significant, immediate risk of a crash or hazardous materials incident; violations that pose less significant risks; and violations that pose little or no risk. Department enforcement activities will be targeted to those areas where there is an immediate risk of crashes or hazardous material incidents.

A1: Strategy - Increase the safety of commercial motor vehicles.

Target #1: Reduce the commercial motor vehicle out of service rate by 5%.

Measure #1: Percent of commercial motor vehicle out of service rate compared to prior year.

Commercial motor vehicle out of service rate - related to serious commercial vehicle violations



Analysis of results and challenges: Risk management is the process by which an organization identifies and understands sources of risk, makes decisions on how to allocate resources to address these risks, and confirms the validity of these decisions using performance results. The Division of Measurement Standards and Commercial Vehicle Enforcement (MS&CVE) is using risk-based decision-making to enhance agency efforts to promote the safe operation of commercial motor vehicles.

One approach is in the risk-based differentiation of the vehicle, driver, and hazardous materials violations found during inspections. MS&CVE can focus out of service enforcement and education during safety inspections by concentrating on the highest risk violations.

There is considerable probability of an increase in the percentage rate for out of service violations for both driver and vehicle as a result of the Division's focus on the second truck population. This increase should be relatively short-term as the second truck population comes into compliance with the latest regulation, by education and enforcement.

Target #2: 100% of new entrant carriers receive a safety audit within 18 months of U.S. DOT registration.

Measure #2: Percent of new entrant safety audits received within 18 months of U.S. DOT registration.

Percent of new entrant compliance reviews within 18 months of U.S. DOT registration.

Fiscal Year	Quarter 1	Quarter 2	Quarter 3	Quarter 4	YTD Total
FFY 2004	not available	not available	100%	100%	100%
FFY 2005	100%	100%	100%	100%	100%
FFY 2006	100%	100%	100%	not available	

Data is reported on a federal fiscal year basis.

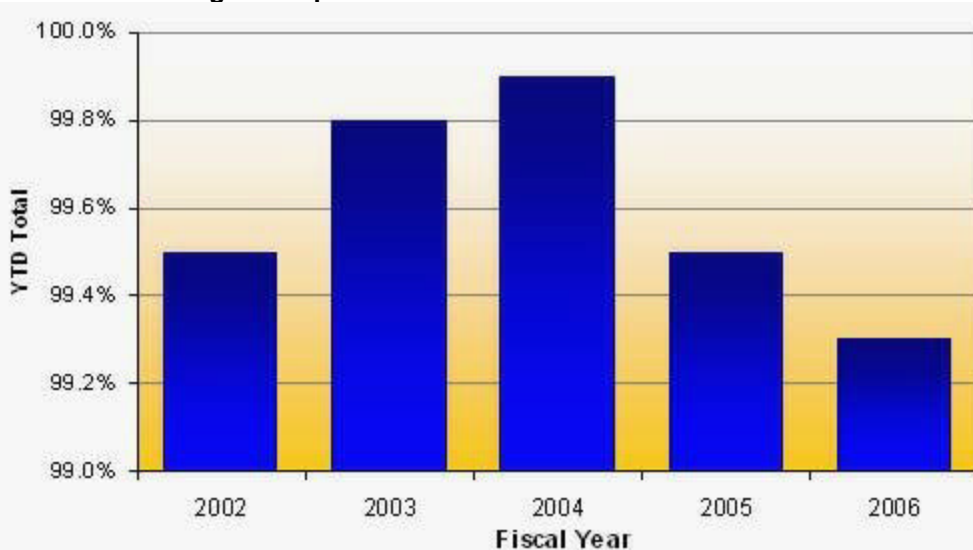
Analysis of results and challenges: This is a new program from the Federal Motor Carrier Safety Administration (FMCSA). FMCSA develops, maintains, and enforces federal regulations that promote carrier safety, industry productivity, and new technologies. The FMCSA regulations establish safe operating requirements for commercial vehicle drivers, carriers, vehicles, and vehicle equipment. The Motor Carrier Safety Assistance Program (MCSAP) is a federal grant program that provides states with financial assistance to hire staff and implement strategies to enforce FMCSA regulations and hazardous materials regulations. MCSAP funds are used to conduct roadside inspections and review motor carriers' compliance with the associated regulations. MCSAP funds promote detection and correction of commercial motor vehicle safety defects, commercial vehicle driver deficiencies, and unsafe motor carrier practices before they become contributing factors to crashes and hazardous materials incidents.

B: Result - Protect and preserve highway infrastructure.

Target #1: 98% commercial motor vehicle weight compliance at fixed and mobile inspection sites.

Measure #1: Percent of inspected commercial motor vehicles that are weight compliant.

Percent of weight compliant commercial motor vehicles



Data is reported on a federal fiscal year basis.

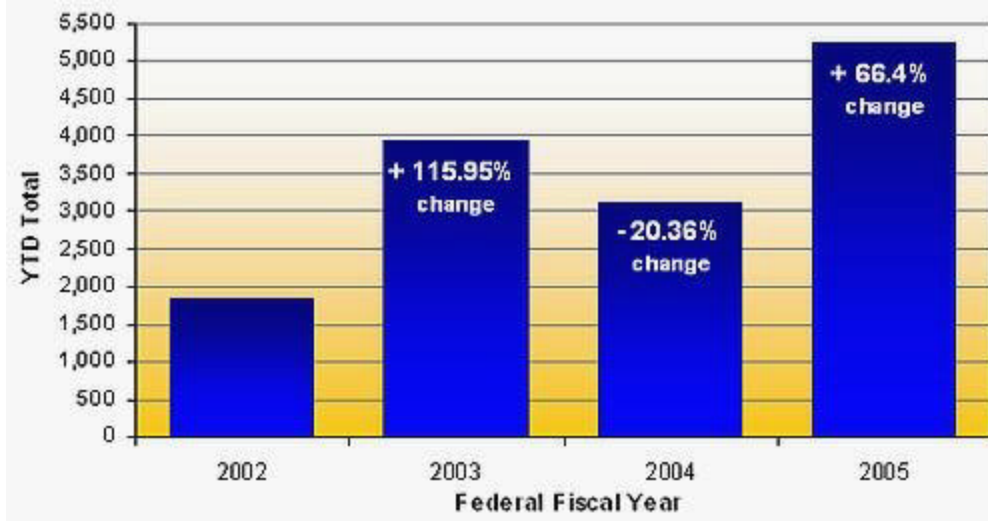
Analysis of results and challenges: Division inspection efforts will focus on maintaining the high level of compliance at weigh stations and improving compliance at the roadside inspection locations. Weight compliant commercial motor vehicles do not contribute to premature deterioration of Alaska's roads and bridges.

The department has placed emphasis on inspections through expanded mobile enforcement coverage, authorized traffic stops to selected and trained Commercial Vehicle Enforcement Officers, and conducted joint operations with the Alaska State Troopers and local police departments.

B1: Strategy - Reduce number of illegal oversize/overweight CMV's on highways.

Target #1: Increase the number of roadside (mobile enforcement) commercial truck inspections by 10% over the previous year.

Measure #1: Percent change in mobile enforcement truck inspections over the previous year.

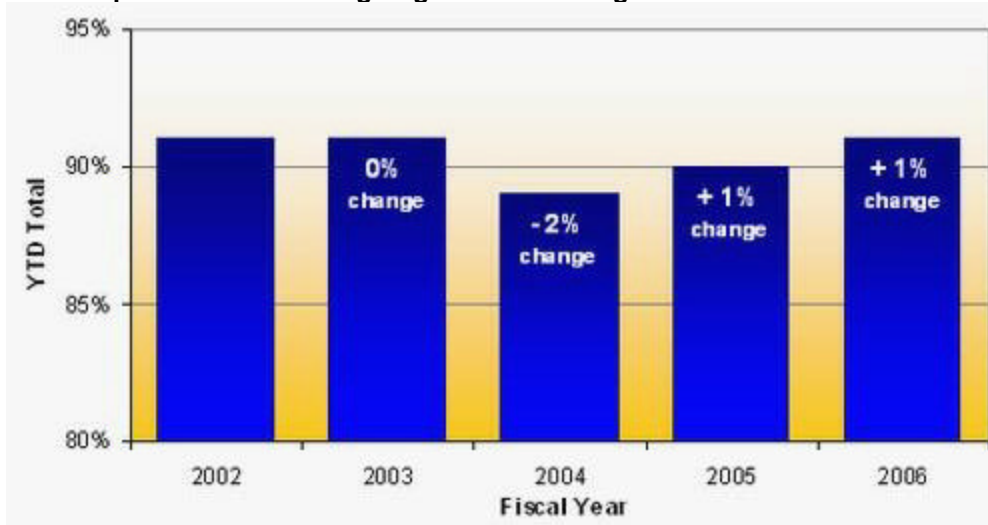
Truck inspections conducted with mobile units

Analysis of results and challenges: Commercial motor vehicles that do not routinely pass through a fixed weigh station location for inspection are more likely to be non-compliant in both size and weight. Division inspection efforts will focus on identifying and correcting non-compliant over size and over weight vehicles as both pose serious threats to highway safety and premature deterioration of Alaska's roads and bridges.

C: Result - Assure and maintain market place confidence and equitable trade

Target #1: Increase scale, meter and scanner compliance rate by 1%.

Measure #1: Percent change in weighing and measuring device compliance rate compared to the previous year.

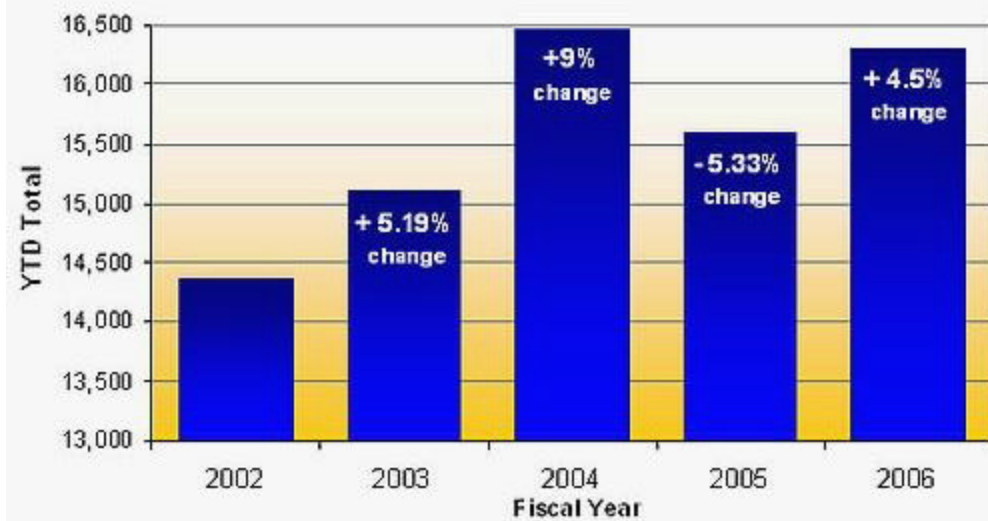
Compliance rate on weighing and measuring devices

Analysis of results and challenges: Compliance rates average 90%, and this trend is expected to continue. The percentage of compliance rates decreased in the scanner program in FY05 and FY06 primarily due to the initial inspection of new businesses. Improved compliance rates may be achieved through public education during the inspection process.

C1: Strategy - Provide efficient inspection program.

Target #1: Increase the number of scale, meter, scanner inspections by 1% compared to previous year.

Measure #1: Percent change of scale, meter, scanner inspections compared to previous year.

Percent change of scale, meter, scanner inspections as compared to the previous year

Analysis of results and challenges: The department's goal is to assure market place confidence and equitable trade through increasing and improving scale, meter and scanner compliance rates. Emphasis will be placed on inspecting registered weighing and measuring devices annually, increasing large fuel meter inspections, increasing enforcement presence, and improving inspector productivity in the performance of price verification/scanner inspections.

Scales: A marked increase in the number of retail scales especially in the large grocery store outlets increased the number of devices inspected in FY06. We expect minimal future growth in FY07.

Meters: An increase in inspections due to the addition of new retail dispensers and the opening of new businesses in FY06 increased the number of devices inspected. MS&CVE increased the inspections of fuel dispensers at the retail level in FY06 and will continue this effort in FY07 due to the high prices of fuel and the potential for inaccurate measurement.

Scanners: A marked increase in the installation of scanner systems occurred during FY06 increasing the number of devices inspected. We anticipate the trend to continue in FY07 and beyond.

Key Component Challenges**Weights and Measures:**

Since the cost of travel and vehicle fuel continues to increase it is a challenge to maintain adequate inspection coverage in rural Alaska communities. MS&CVE may be forced to make tough decisions to eliminate or significantly reduce inspections in parts of rural Alaska. Industry has been requested to share a portion of the costs associated with unscheduled inspection requests.

Commercial Vehicle Enforcement (CVE):

In an effort to reduce fatalities and injuries involving commercial vehicles, additional resources are needed to increase such services as inspections and audits. MS&CVE will continue to seek additional supplemental federal grant funding available for such activities as commercial bus inspections, drug interdiction, enhanced border enforcement of commercial vehicles, and other commercial vehicle safety related activities. Additionally, patrol units could be increased that enforce size, weight and safety regulations. The long-term challenge is to provide an equal application and enforcement of commercial vehicle regulations throughout the road system to reduce not only fatalities and injuries, but also property damage and premature damage to the highway infrastructure.

Commercial Vehicle Operations (CVO):

Improving the safety of Alaska's highways takes the cooperation and interaction of many organizations. MS&CVE must continue to foster a strong relationship with the Alaska State Troopers, local police departments, Alaska Highway Safety Office, Division of Motor Vehicles (DMV), Federal Motor Carrier Safety Administration (FMCSA), the Federal Highway Administration (FHWA), and the carriers and operators of commercial motor vehicles. MS&CVE will deploy internet based services and electronic screening technologies to confirm safe operations or identify carriers that require closer inspections at highway speeds. Safe operators will be able to continue past weigh and inspection stations saving valuable time.

Freight Mobility:

Alaska's economy relies on the efficient movement of freight throughout the state. MS&CVE will improve freight mobility by developing an internal operations plan that includes interstate, international, intermodal freight operations. The Division will develop more effective border inspection activities, increased enforcement of regulations, development of a freight operations information network, and deployment of an internet based permit application and issuance system.

Significant Changes in Results to be Delivered in FY2008

Improve the tracking and registration of commercial weighing and measuring devices through replacement of the 16 year old Weights and Measures database. The new database is being developed by MS&CVE Information Technology staff in FY07 and will be fully functional in FY08.

Increase the number of inspections of fuel dispensers at the retail level to ensure the accuracy of volumes of fuel purchased by consumers. Consumers in Dillingham and King Salmon will benefit from increased testing of fuel meters with two new 500-gallon volumetric provers.

Maintenance of existing weigh station scales is needed to assure certification and continued use. Deploying screening systems at weigh stations will improve the efficient movement of freight through the state by allowing safe and legal trucks to proceed unimpeded.

Major Component Accomplishments in 2006

Completed 9,415 inspections during FFY06, which was down from 9,931 in FFY05 by 5.2%. 579 of those

- inspections were on the Kenai Peninsula which was a 42% decrease from FFY05. 1,006 citations were issued as a result of the 9,415 inspections performed.

Put 824 unsafe vehicles and 146 unqualified drivers Out of Service.

- Recorded 12,458 CVE violations for unsafe, overweight, or unpermitted vehicles and unsafe or unqualified drivers, etc.

Deployed ASPEN-equipped laptop computers to police departments and strengthened the program to allow police

- officers to conduct 805 inspections.

Scanned 671 trucks using the Division's Infra-Red Imaging System (IRIS) van, identifying 50 of these as having brake

- problems (7.5%).

Earned an FMCSA safety data quality rating of "good."

- 'Inspection To Upload' time was 5 days, well below the national average of 13 days.
- Issued 20,854 oversize/overweight permits.
- Weights and Measures tested 16,298 devices, 1,630 per full time equivalent (FTE), an increase of 4.6% from FY05.
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Statutory and Regulatory Authority

AS 45.75	Weights & Measures Act
AS 19.10.060	Size, Weight, & Load Provisions; Restriction On Use of Highways; Commercial Vehicle Inspection Program
AS 19.10.300	Financial Responsibility (Commercial Motor Vehicle)
AS 19.10.310	Commercial Motor Vehicle Safety Inspections
17 AAC 25	Truck Size, Weight and Safety Regulations

17 AAC 90 Specifications, Tolerances, and Regulations For Weighing and
Measuring Devices

Contact Information
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Measurement Standards & Commercial Vehicle Enforcement Component Financial Summary

All dollars shown in thousands

	FY2006 Actuals	FY2007 Management Plan	FY2008 Governor
Non-Formula Program:			
Component Expenditures:			
71000 Personal Services	4,328.0	5,140.6	5,830.8
72000 Travel	142.4	121.0	121.0
73000 Services	445.4	427.0	567.0
74000 Commodities	86.7	62.5	62.5
75000 Capital Outlay	52.2	41.0	41.0
77000 Grants, Benefits	0.0	0.0	0.0
78000 Miscellaneous	0.0	0.0	0.0
Expenditure Totals	5,054.7	5,792.1	6,622.3
Funding Sources:			
1004 General Fund Receipts	1,724.0	1,929.8	2,502.7
1007 Inter-Agency Receipts	0.0	15.0	15.0
1061 Capital Improvement Project Receipts	1,435.4	1,912.0	2,169.3
1156 Receipt Supported Services	1,895.3	1,935.3	1,935.3
Funding Totals	5,054.7	5,792.1	6,622.3

Estimated Revenue Collections

Description	Master Revenue Account	FY2006 Actuals	FY2007 Management Plan	FY2008 Governor
Unrestricted Revenues				
None.		0.0	0.0	0.0
Unrestricted Total		0.0	0.0	0.0
Restricted Revenues				
Interagency Receipts	51015	0.0	15.0	15.0
Receipt Supported Services	51073	1,895.3	1,935.3	1,935.3
Capital Improvement Project Receipts	51200	1,435.4	1,912.0	2,169.3
Restricted Total		3,330.7	3,862.3	4,119.6
Total Estimated Revenues		3,330.7	3,862.3	4,119.6

**Summary of Component Budget Changes
From FY2007 Management Plan to FY2008 Governor**

All dollars shown in thousands

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
FY2007 Management Plan	1,929.8	0.0	3,862.3	5,792.1
Adjustments which will continue current level of service:				
-FY 08 Health Insurance Increases for Exempt Employees	0.2	0.0	0.0	0.2
-Fund Source Adjustment for Retirement Systems Increases	211.3	0.0	-211.3	0.0
Proposed budget increases:				
-Commercial Vehicle Information Exchange Window (CVIEW) server and software maintenance	55.0	0.0	0.0	55.0
-Scale Maintenance Contract	35.0	0.0	0.0	35.0
-Weigh Station Maintenance	50.0	0.0	0.0	50.0
-FY 08 Retirement Systems Rate Increases	221.4	0.0	468.6	690.0
FY2008 Governor	2,502.7	0.0	4,119.6	6,622.3

Measurement Standards & Commercial Vehicle Enforcement Personal Services Information

Authorized Positions			Personal Services Costs	
	<u>FY2007</u> <u>Management</u> <u>Plan</u>	<u>FY2008</u> <u>Governor</u>		
Full-time	70	70	Annual Salaries	3,261,133
Part-time	0	0	Premium Pay	142,285
Nonpermanent	1	1	Annual Benefits	2,738,464
			<i>Less 5.06% Vacancy Factor</i>	(311,082)
			Lump Sum Premium Pay	0
Totals	71	71	Total Personal Services	5,830,800

Position Classification Summary

Job Class Title	Anchorage	Fairbanks	Juneau	Others	Total
Accounting Tech I	1	0	0	0	1
Administrative Assistant	1	0	0	0	1
Administrative Clerk II	1	0	0	0	1
Administrative Clerk III	6	0	0	0	6
Administrative Manager II	1	0	0	0	1
Administrative Supervisor	1	0	0	0	1
Analyst/Programmer IV	1	0	0	0	1
Chf Wgts Meas & Permit	2	0	0	0	2
College Intern III	1	0	0	0	1
Comm Vehicle Enforcemnt Off I	2	0	0	2	4
Comm Vehicle Enforcemnt Off II	9	12	0	5	26
Comm Vehicle Enforcemnt Off III	2	1	0	1	4
Division Director	1	0	0	0	1
Engineer/Architect I	1	0	0	0	1
Measure Standards Spvr	1	0	0	0	1
Micro/Network Spec I	1	0	0	0	1
Micro/Network Tech II	1	0	0	0	1
Planner II	1	0	0	0	1
Planner III	1	0	0	0	1
Research Analyst II	1	0	0	0	1
Secretary	1	0	0	0	1
State Metrologist I	1	0	0	0	1
State Metrologist II	1	0	0	0	1
Trans Planner II	1	0	0	0	1
Weights & Meas Insp I	3	1	1	0	5
Weights & Meas Insp II	3	1	1	0	5
Totals	46	15	2	8	71